AMENDMENTS TO THE SPECIFICATION

Please amend the paragraph beginning at page 8, line 12, to read as follows:

The auxiliary intake manifold 54 preferably comprises an elongated tube 56 having an inlet end 58 fluidly connected to the outlet 60 of the cold start fuel injector assembly 52. The auxiliary intake manifold includes an interior chamber 62 which is smaller in volume than the volume of the interior chamber 36 of the primary intake manifold 34. Preferably, the ratio of the volume of the primary intake manifold 34 to the volume of the auxiliary intake manifold is 5:1 or greater. Additionally, the interior chamber 62 of the auxiliary intake manifold 34 is fluidly connected by one or more control orifices 64 to the interior chamber 36 of the primary intake manifold 34 immediately upstream from each of the combustion chambers 32. Consequently, for the four engine combustion chambers 32 illustrated in FIG. 1, one or more ~~control orifices~~ control orifice members 64 fluidly connect the interior chamber 62 of the auxiliary intake manifold 54 to each engine combustion chamber 32 through a fuel feed tube 65.

Please amend the paragraph beginning at page 9, line 1, to read as follows:

With reference now particularly to FIG. 2, each control orifice member 64 is preferably contained within a manifold housing portion 66 so that each control orifice member 64 is open to a throughbore 67 in the manifold housing portion 66. The auxiliary intake manifold 54 is then fluidly connected to the manifold housing portion 66 so that the fuel/air vapor charge from the cold start fuel injector 52 passes through the control ~~orifices~~ orifice members 64 and into the throughbores 67 of the manifold housing portion 66. This manifold housing portion 66 is then sandwiched in between the intake manifold outlet ports 40 and the intake passageways 41 in the engine housing 31 so that the throughbores 67 are fluidly connected in series between the intake

manifold 34 and the engine intake passageways 41. The utilization of the manifold housing portion 66 with the control ~~orifices~~ orifice members 64 thus facilitates assembly of the cold start fuel control system to the engine.

Please amend the paragraph beginning at page 9, line 17, to read as follows:

With reference now to FIG. 3, a cross section of an exemplary control orifice member 64 with a throughbore 65 is shown in which the throughbore 65 has an outwardly flared surface 68 facing upstream, i.e. towards the interior of the auxiliary intake manifold 54. The flared surface 68 facilitates a smooth fluid flow of the fuel vapor from the auxiliary intake manifold 54 through the control orifice 64 and to the engine combustion chambers 32.

Please amend the paragraph beginning at page 10, line 6, to read as follows:

The ~~fuel orifices~~ control orifice members 64 and 70 illustrated in both FIGS. 3 and 4 have a fixed opening or bore through the control ~~orifices~~ orifice members 64 or 70. Furthermore, the size of the openings 65 and 72 through the control orifices 64 and 70, respectively, are fixed. However, the size or cross-sectional area of the bores 65 and 72 may vary from one combustion chamber 32 to a different combustion chamber 32 in order to achieve the desired distribution of the fuel vapor from the auxiliary intake manifold 54.

Please amend the paragraph beginning at page 10, line 13, to read as follows:

With reference now to FIGS. 5A and 5B, a plan view of a still further control orifice 76 is illustrated in which the control orifice 76 has a throughbore 78. However, unlike the control ~~orifices~~ orifice members 64 and 70 illustrated in FIGS. 3 and 4, the control orifice 76 in FIGS.

5A and 5B is variable in cross-sectional area. For example, the cross-sectional area of the bore 78 in FIG. 5A is much larger than the cross-sectional area of the throughbore 78 illustrated in FIG. 5B. Any conventional means, such as an electromechanical valve 79, may be used to vary the cross-sectional area of the throughbore 78. A control mechanism 80, illustrated only diagrammatically, controls the valve 7 9 to vary the cross-sectional area of the bore 78. Furthermore, the control mechanism 80 is controlled by the ECU 50 (FIG. 1) and the ECU varies the cross-sectional area of the bore 78 in response to input signals from one or more of the sensors 51.